DEUTSCHE AFRIKA-LINIEN
JOHN T. ESSBERGER

news

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A first look at the new dual-fuel engine for China tanker newbuilds

4,325 hp engine tested at the MAN plant in Augsburg under the professional eyes of Essberger Ship Management before it's shipped to the Dingheng yard

Dejan Golub, Lars Skjelbred and Johan Isaksen of Essberger Ship Management attended the testing of the first 6L35/44DF MAN engine at the factory in Germany – obviously happy about the good results

Despite hampering external factors, the newbuilding project concerning the first two 6,600 dwt chemical tankers for John T. Essberger is on schedule. The planning for two additional ships at China Merchants Jingling Shipyard in Dinheng meets the contractually agreed timeframe.

Steel-cutting for the first vessel began on 10 March 2022 and the 3,180 kW/4,325 hp dual-fuel (marine gas oil/LNG) engines for the two vessels are in the trial phase already. Reason enough for Essberger members Johan Isaksen, Head of Ship Management, and Dejan Golub, Project Leader, to visit MAN's engine factory in Augsburg for the trials in early June 2022. They were accompanied by Lars Skjelbred who, as owners' representative, will be supervising the construction work in China.

What makes the cooperation with the shipyard so complicated is the strict visa and quarantine requirements owing to the Covid-19 situation in Shanghai, which affect Lars Skjelbred as the site manager all the more. To familiarise himself with the project, Lars Skjelbred spent two months at the Essberger office in Hamburg. Skjelbred, who comes from Norway, went to sea as chief engineer and has vast experience as site officer and machinery supervisor from similar chemical tanker newbuild projects in China.

If all goes well, the test phase for the second six-cylinder 4-stroke engine for Essberger, which weighs 43.1 tonnes without lubricants will begin on 12. July 2022. Again, Essberger staff will be attending the trials. The actual start of the construction of the first two ships, the keel laying, is scheduled for October/December 2022. Due to Covid-19 restrictions and communication problems, the shipyard decided to postpone keel-laying of the first ship for three months and it's delivery for one month. Second ship would follow shortly after the first one. We can thus expect the first two tankers will be ready for service in E&S Tankersfleet in summer 2023

(see page 2/3)

Durban Container Park in full flight

Deutsche Afrika-Linien Durban Container Park (DCP), a joint venture by DAL and long-time partner Sharaf Group, is working at full capacity. The Durban site with a storage capacity of 8,000 TEU and the Cape Town facilities with 5,700 TEU offer full service in terms of handling, operating and maintenance. International carriers like CMA CGM, Hapag-Lloyd and ONE are the customers. Due to the interruptions in the worldwide supply chains, there is a big demand for storage places.

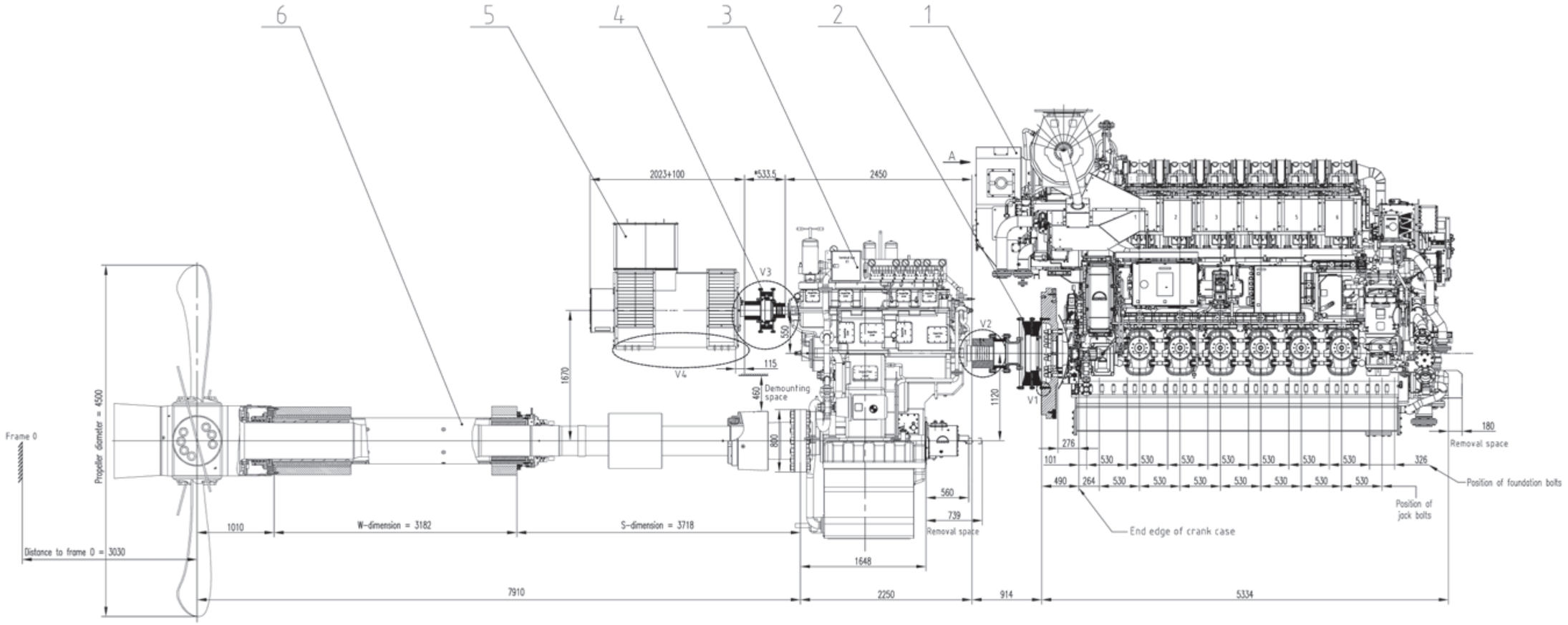
Busy days at the Durban Container Park. For more info visit www.dbncp.co.za

The political and economic situation is of great concern these days. Many of our sea staff are personally affected by the events in Ukraine. Fortunately, our crews have maintained their high level of professionalism and take care that conflicts between different nationalities don't arise on board. In some instances, they have gone further: some crew members and shore staff members are displaying an exemplary readiness to help in alleviating the effects of the war on those seafarers directly confronted.

What is worrying us is the threat of a recession and the high rate of inflation. Nonetheless we need to prepare for what might come, also in the shipping market. For now, we are reaping the benefits of a stable market. The first half of 2022 has brought Essberger good results. This success hasn't come easily, instead it's a result of a good knowledge of the market and our future-oriented corporate policy. Our joint venture with E&S Tankers has enabled us to strengthen our market leadership and increased our flexibility. The supply and demand of cargo volumes are currently at an equilibrium. We ordered our newbuilds in China at a favourable point in time and their construction is progressing well. Due to rising newbuild prices and a strong US dollar, we expect there will be not many orders for the European market in the foreseeable future.

These are good prerequisites for us to start looking for additional fields of operation to expand our business portfolio. However, should the economic environment take a significant downturn because of a recession – which is, unfortunately, not improbable – we are well-prepared to meet this challenge.

Yours Eberhard von Rantzau



1 MAN main engine Type 6L35/44DF
2 Main coupling
3 Gearbox with three hydraulic couplings connecting one input and two output shafts used for PTO/PTI/PTH functions of ships propulsion system. PTO= Power Take OUT functions is used during normal operation of main engine to turn shaft generator and to produce electrical power for the whole ship; PTI=Power take IN function is used during operation of main engine and ship in iced sea; PTH Power Take HOME is for emergency function used when main engine is damaged or broken
4 Flexible coupling connecting Shaft Generator with Gearbox PTO/PTI/PTH output shaft
5 Shaft generator
6 Controllable Pitch Propeller (CPP) and with shafting

Multi-role MAN engine designed for Dual-fuel propulsion system for E&S Tankers' special needs new chemical tanker generation

(continued from page 1)

While the Dingheng shipyard in China is still working on the steel-cutting of the hull sections for the first two chemical tanker newbuilds, the main engines being built by MAN in Augsburg, Germany, are nearing completion. The new stainless-steel, IMO Type II tankers will have dual-fuel LNG propulsion. The vessels are optimised in terms of hull design and engine, resulting in a significantly improved energy efficiency of at least 30 per cent.

The MAN main engine Type 6L35/44, 3180 kW, 750 rpm in this configuration is the first of its kind and in terms of ecological measures it is state-of-the-art. In gas mode the engine is compliant with the high emission standard Tier III, and ship is designed to comply in Tier III even in pure MGO mode.

This is the heart of the ship

The dimensions of the engine: height 5.16 m, length 5.26 m, width 2.54 m and a weight of 43.1 t without lubricants. While most MAN engines for big vessels are supplied by MAN plants in eastern China, with China and South Korea as the preferred building sites, all engines for Essberger's new chemical tankers production line come from Maschinenfabrik Augsburg Nürnberg (MAN) in southwestern Bavaria. The engine is the heart of a ship. As it is located deep inside the hull, it has to be fitted on its foundations early on in the ship-building process. Before the engine can be shipped to China, it has to undergo an extensive series of tests in Augsburg. Project leader Dejan Golub: "There are a total of 12 testing beds on the vast factory site, making it possible to carry out factory acceptance tests for 12 engines at the same time. That's very impressive. The test for engine no. 1042022 began at 07.00 h in the morning with an introduction and testbed safety briefing and ended at 13.15 h." The engine test schedule was as follows:

07.30 h:
Gas start and running up to 100% load and changeover to diesel operation. Adjustment of exhaust gas backpressure to 50 mbar in diesel operation and changeover to gas operation at full load

08.25 h:
100% output, gas operation / taking fuel oil sample for analysis

08.45 h:
100% output, gas operation

09.45 h:
110% output, gas operation

09.45 h:
Changeover to diesel operation at full load

09.50 h:
85% output, gas operation

10.10 h:
Switchover to diesel operation and running up to full load in diesel operation

10.20 h:
100% output, diesel operation, intercooler 32 C

10.50 h:
100% output, diesel operation, intercooler 32 C

11.20 h:
110% output, diesel operation, intercooler 32 C

11.40 h:
85% output, diesel operation, intercooler 32 C

12.00 h:
Additional integration tests at part load (40%) in gas mode

12.45 h:
Preservation of fuel system

13.15 h:
Engine stop

Second testing day followed with an engine internal inspection; visual check of the crank case, camshafts, rollers and gear drive, dismantling of one cylinder liner, one main bearing shell, one cylinder head, one crankpin bearing shell, one connecting rod and one piston.

Running reliably nonstop for at least 25 years is vital

One should keep in mind that a ship's engine will be running nonstop for at least 25 years and therefore needs to be very fit and reliable at the time of delivery. A fitness test also awaited Site Manager Lars Skjelbred on his way to the Dingheng shipyard. Despite Shanghai having started to somewhat ease its Covid-19 entry and quarantine restrictions in June, the flight connections remain unreliable and until recently the waiting time in quarantine was still three weeks. Alternatively, travellers can enter China at the airport in Guangzhou – a city with 15 million inhabitants near Hong Kong – and then take a domestic flight or the train to complete their 2,000-kilometre trip to Yangzhou – a city on the Yangtze River boasting 4.5 million inhabitants, where the Dingheng shipyard is located.

Humanitarian help for children of refugees

"Birthe Essberger", "Gisela Essberger", "DAL Kalahari" and others support and visit school and kindergarten in

On 24 February 2020, Russia invaded Ukraine and the situation turned into a full-out conflict that brought havoc to Eastern Europe. Both countries are great seafaring nations and John T. Essberger has employed captains, officers and engineers from there in its fleet. Besides our Polish colleagues, Ukrainians and Russians play a vital part in our ship management, and many ships have mixed Ukrainian and Russian crews on board. In all these years we have never seen any confrontations between these nationalities. In fact, all our Eastern European seafarers are friends with each other and some of them have close connections.

The conflict has now gone on for almost four months and the tension and casualties on the battlefields are still rising, but the "brotherhood of the seas" stands firm in the Essberger fleet. Bad times sometimes bring out the best in people's hearts. André Trommler, Head of Essberger Crewing, and Tomasz "Tomek" Wojciechowski, who runs Essberger Crewing Services (ECS) in Gdynia, Poland, provide first-hand information and some examples of what friendship means in our fleet.

Dance with me! Master Henryk Bienenstok of "Birthe Essberger", dressed in his uniform, visited a school near Szczecin and handed out basic school articles and sweets to Ukrainian refugee children. That made their day.

"A heartbreaking event for all of us"

On 1 April André Trommler wrote: "We'd like to inform you about a really heartbreaking event that happened this week. As you all know, 'Birthe Essberger' was awarded the Vessel of the Year prize. The crew decided to spend the prize money on support for the Ukrainian people, and they agreed to use it to allow Ukrainian children to attend a school in Poland. This is a very good example of great humanitarian help, particularly of our Polish neighbours, who are shouldering the biggest burden in terms of refugees."

Tomak wrote: "We learnt about a school near Szczecin in a rather poor area, which accommodated around 50 Ukrainian children. The school was asking for basic school articles for these children. ECS Gdynia arranged sets for each child: bags, water bottles, breakfast boxes, stationery needed for school, and sweets. Sweets are an easy road to success with children, so we went for that. On 31 March, Chief Engineer Andrzey Szyca, Master Henryk Bienenstok and I paid a visit to the school to hand over the gifts. We were accompanied by 2nd Officer Glukhov Vladyslav of 'Helga Essberger' and his wife Diana, who acted as translators.

First, we met with an older group of pupils aged eight to 15 years at the gym. The full uniforms of our officers made quite an impression on them from the start. After a short speech given by the principal and Master Henryk, Diana told the children about the 'Birte' crew and the award they had won. Then the bags with presents were handed over. I have to say that our hearts were touched and our eyes filled with tears when we saw the children's joy and enthusiasm. We need to remember that many of these children are still in Poland without their families because their parents were not able to flee from Ukraine. Apart from their clothes, they have no belongings whatsoever. One of the boys told the teacher that this was the happiest day of his life.

Our visit to the kindergarten group was even more heartbreaking. The kids had prepared a short show with singing and dancing, and Master Henryk joined in after a while. It was followed by handing over the bags and toys to the kids. Though heartbreaking, this ceremony was also greatly rewarding for us. We all felt very happy by doing something good."

Master Henryk Bienenstok, Chief Engineer Andrzej Szyka and two very happy kids in front of the school building in Szczecin

Tomak's letter ended with the words: "Crew of 'Birthe', the children you helped escaped from the horror of war, escaped from the horror of bombs. You made these children smile. You made the world smile. Thank you for that."

Following "Birthe Essberger's" example the crew of "Gisela Essberger" decided to transfer 1,000 euros from their entertainment account to support and continue the humanitarian help. Dariusz Swierkosz, Master of "Gisela Essberger", wrote: "Once again congratulations to your hearts crossing barriers and boarders to keep hope alive and give Ukrainian kids a future."

Jaro Maciuk, master of 6,600 TEU vessel "DAL Kalahari", wrote: "As a captain of the vessel which has won the Christmas competition for a short Christmas movie, I would like to declare on behalf of my crew and myself that the money – 650 euros – dedicated for us as a prize, should be remitted to Ukrainian children as well."

– Essberger crews donate prize money

Szczecin/"Happiest day of my life," says one of the young Ukrainian refugees to her teacher

Crew members of "Birthe Essberger" with guests of ECS Gdynia organised welfare activities and donations for children of refugees in Poland: MTM Quinones, 2/E Androne, OS Zumaraga, CCK Baltazar, 2/O Zathejs, Master Cezary Niczyperowicz, PMP Ganibo, Tomek of ECS Gdynia, Daria of ECS Gdynia, C/E Szyca (left to right)

The crew of chemical tanker "Gisela Essberger" donated 1,000 euros for the welfare for Ukrainian children. Here some of the donators assembled on the bridge of the vessel presenting a banner. They are MTM Aron, PMP Rosete, Elec. Tatarca, C/O Kozyra, Capt. Swierkosz, C/E Kolesnyk, 2/O Pilapil (left to right)

Welcome on board "Coral Essberger"

"Coral Essberger" is the first of three recently purchased 9,200 dwt second-hand stainless-steel chemical tankers to strengthen the E&S fleet. After a lengthy voyage from the Far East to Rotterdam and a good refit, the vessel was finally taken into service on 6 June in Rotterdam under the command of Captain Lukasz Antczak and his crew. The sister ships "Cuno Essberger" and "Roland Essberger" will soon follow. So, let's have a look at Captain Antczak's crew presenting themselves on the freshly renovated bridge deck. Top row from left: Heisterkamp, Laskowski, the captain, Bednarczyk, Gzella, Wichert, Adamski, Stalica, Borowiecki, Cartagena, Villanueva, Espinosa, Pagcaliwagan; lower row from left: De la Cruz, Manalo, Dagohoy, Rodas, Aro, Nillo, and the "Coral Essberger" herself.

After a thorough refit and a renaming, 9,200 dwt chemical tanker "Coral Essberger" joined the E&S Tankers fleet in June 2022

Whereabouts

July 2022

Ship's name	Master	First Mate	Chief Engineer
Agnes Essberger	Robert Waldon	Jaroslaw Kawczynski	Piotr Popiel
Amalie Essberger	Piotr Bes	Ruslanas Karpovas	Vitaliy Kolesnyk
Anneliese Essberger	Jan Ten Wolde	Onno Smit	Pieter Pasterkamp
Annette Essberger	Koen Ghysels	John Christopher Domingo	Artur Krupa
Birthe Essberger	Jacek Borysiuk	Aleksejs Glinskis	Andrzej Szyca
Caroline Essberger	Hubertus Meulenberg	Evgeny Krushelnitskiy	Ralph Huibers
Charlotte Essberger	Krzysztof Osuch	Roman Rybin	Lukasz Zeromski
Christian Essberger	Robert Szmaj	Robert Halicki	Miroslaw Jaworski
Coral Essberger	Lukasz Antczak	Piotr Adamski	Artur Kazimierz Gzella
Cuno Essberger	Mariusz Borek	Quirino II Agot	Marek Ptasznik
DAL Kalahari	Jaroslaw Maciuk	Mateusz Sierawski	Gleb Kolechkin
Dutch Aquamarine	Jeroen De Koster	Albertus Konijn	Saturnino Yuson
Dutch Emerald	Alex Buren	Kokou Gbegan	Hendrik Van Schoonhoven
Dutch Spirit	Sander De Bos	Chris De Boer	Arnoldus Eland
Ellen Essberger	Adam Incewicz	Adrian Kuzmicz	Miroslaw Szylobryt
Elsa Essberger	Boguslaw Giedziewicz	Dariusz Podsiadly	Dmytro Polyavka
Georg Essberger	Henryk Bienenstok	Mariusz Piorkowski	Dmitry Shcherbov
Gisela Essberger	Dariusz Swierkosz	Rafal Garbacz	Aleksey Plyasukhin
Helga Essberger	Daniel Szarzynski	Evgeniy Buzyrev	Pavel Kuzma
Johann Essberger	Deniss Tatarinovs	Pawel Bula	Piotr Trusinski
John Augustus Essberger	Dawid Sadecki	Valentin Eriskin	Artem Glushko
Liesel Essberger	Thierry Micha	Rafal Drezno	Robert Piotr Starczewski
Lisa Essberger	Nicolaas Van Den Belt	Andre Steenbergen	Hendrik Post
Maersk Launceston	Konstantin Kveselevich	Efren Jr Chin	Evgeny Ryabchuk
Nordic Saga	Rogen Calledo	Piotr Czajkowski	Fredrik Hollmen
Nordic Sira	Ingi Hansen	Ronald Jr. Llanos	Zygmunt Dobrzyniewski
Nordic Sola	Kent Baregg	Menard Responde	Steinar Avløyp
Nordic Sund	Per-olov Persson	Pawel Czarnacki	Bengt Gille
Patricia Essberger	Grzegorz Kakol	Marcin Harasim	Grzegorz Topolewski
Philipp Essberger	Tomasz Rembisz	Antonio Jr. Ocampo	Taras Popov
Theodor Essberger	Bartosz Selau	Viacheslav Leonov	Mikhail Borisyuk
Ubena	Eugeniusz Naciuk	Rafel Nones	Tomasz Jasinski
Ulanga	Cezary Trzeciakiewicz	Aleksandr Popov	Costica Tuca
Ursula Essberger	Albert Ten Wolde	Rik Bolwijn	Stefan Kluijfhout
Wilhelmine Essberger	Leonardus Kanters	Eriks Ciblis	Johan De Jong

Aus der Reederei-Familie

Jubiläen

10 Jahre

Betty Radau,
Facility Management,
01.06.2012

Besondere Geburtstage

90 Jahre

Dieter Seidel,
Pensionär, 11.05.1932

80 Jahre

Hedwig Iglinska,
Pensionärin, 11.05.1942

70 Jahre

Anna-Marie Schulmeyer,
Pensionärin, 06.05.1952

Wolfram Fiolka,
Pensionär, 15.05.1952

65 Jahre

Costica Tuca,
C/E, 17.05.1957

Birgit Polsfuß,
Pensionärin, 31.05.1957

60 Jahre

Adam Szwajka,
C/E, 03.06.1962

Ismael Manalo Elauria,
3/E, 26.06.1962

50 Jahre

James Cordero Adorador,
BSN, 10.05.1972

Adam Laskowski,
Elec., 12.05.1972

Yevgen Karadzhev,
Elec., 29.05.1972

Ronald Gitalan Latoza,
PMP, 21.06.1972

Neue Mitarbeiter an Land

Vadym Kazmin,
Ship Management

Andreas Schmergal,
Facility Management

Katrien Van Itterbeeck,
E&S Tankers

Thomas Varkey,
Ship Management

Ausgelernte Auszubildende an Land

Laura Peters,
DAL – Übernahme *HR Shore*

Johanna Ring,
DAL, – Übernahme *Crewing*

Malte Ringe,
JTE, – Übernahme *E&S Tankers*

Rahul Singh,
JTE

In den Ruhestand traten

Christian Sieh,
April 2022

Dierk Herrmann,
Juni 2022

Farewell reception in the Palmaille garden on a hot summer day for the employees of the Deutsche Afrika-Linien South Africa Liner Service Department. As of 1 June the DAL Liner Service became a member of Hamburg shipping company Hapag-Lloyd AG, who had offered jobs to all of them. It was a sad but also a promising moment, offering many new opportunities at one of the biggest container carriers worldwide. In their speech, Dr Michael Triskatis (CFO) and Ralf Stüwe (MD) found the right words, once more underlining the reasons for this transaction. So, all there is left is to wish all of them our best wishes for the future!

On 30 June, Dierk Herrmann said goodbye to the DAL/JTE Group. 37 years ago, he started as a captain in the Operations department, and after various highly responsible jobs he left in the position of Senior Sustainability Officer. On his last day he was treated to lunch at the famous Fischereihafen Restaurant with a big piece of perfectly grilled turbot on his plate. Dierk was attended by former colleagues headed by Dr Michael Triskatis and Jan Eghøj.

Dierk Herrmann at the table, flanked by CFO Dr Michael Triskatis and Jan Eghøj (MD Essberger Tankers/E&S Tankers)

Christian Sieh with Kirsten Michaelis from Facility Management (to his right) and his partner Andrea Polzin and his sister Annegret Röhling on his last day in the office

Bye, bye Krischan – and have fun!

Always friendly, always willing to lend a hand, and everyone who knows him a little better describes him as witty and with a great sense of humour: Christian Sieh, son of former DAL Director Oscar Walter Sieh, retired on 28 April. Christian worked in the Mail department and as a messenger for 40 years and attended his farewell reception in the Gartensaal on Palmaille. He is looking forward to many holidays on the Turkish coast.

For more information on the **DAL/JTE Group** please contact Svante Domizlaff, tel: +49 40 38016-611, email: svante.domizlaff@rantzau.de or the German head office
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Essberger & Stolt Tankers Palmaille 45, 22767 Hamburg, tel: +49 40 38016-0, email: chartering@es-tankers.com

"Many of our seamen took in Ukrainian refugees in their home"

First-hand information from Tomasz Wojciechowski of Essberger Crewing Service (ECS) in Gdynia

New ECS team in Poland, sitting on a bench overlooking the port of Gdynia: Daria, Tomasz (Tomek), Basia, who already has quite a lot of experience with ECS, and Katarszyna (Kasia)

Tomasz Wojciechowski, called "Tomek", is Head of Essberger Crewing Service (ECS), our crewing agency in Gdynia/Poland. He is assisted by three ladies. The team is assembled on the image on this page. DAL/JTE News asked Tomek to give us his impressions of the impact the Ukraine conflict has on his work. He writes:

Of course, many of our foreign officers, especially those who have been in the company for a long time, are considered by me as good colleagues or even friends. But definitely Crewing Hamburg and André Trommler have a lead here. The breakout of the war was a shock to me and everybody in our office. I know this is not a very original statement, but I didn't think such a thing was possible in 21st century Europe. Needless to say, our main worry was the safety of our Ukrainian colleagues and their families. I still have in mind a message from one of our Ukrainian officers, when with a breaking voice he described that his family and children were woken up at 5 a.m. by bomb explosions nearby. He moved with his family to a safer place before joining the vessel. Crewing in Hamburg took the lead when it came to checking Ukrainian officers' whereabouts. On some vessels the reactions of Ukrainian officers was fear for their family and a request for immediate sign-off, completely understandable in such circumstances. In some cases we talked to the masters who were able to calm down their subordinates and made more reasonable decisions. Crewing – and with Crewing I mean mainly Hamburg – was able to follow Ukrainian officers' requests either by signing them off or by extending their contracts. André Trommler compiled a list of all our Ukrainian status. I'd say our Ukrainian seamen at home were relatively safe, some of them moved their families to other countries, some stayed in Ukraine. A few are staying in houses or flats of their Polish colleagues from on-board.

During the first days of conflict more than 100,000 refugees were crossing the border each day. The first wave refugees was accommodated by private people in flats, houses, hotels, etc. without any government support. The amount of help by Polish people was amazing, even for the Poles themselves. I guess when the refugees arrived in Poland there was a need for help – and people just helped. Myself I felt that what happened to the women and children escaping from Ukraine was totally unfair, unjust and undeserved. I know it sounds childish, but I guess many Poles felt like that.

In our ECS office, Basia and Daria were involved in voluntary help for refugees from the first days of the war. Many of our seamen took in refugees in their homes or helped in other ways. I have to say that we were touched by our seamen's action and involvement, especially since a few of them were considered spoilt brats before. Another problem we are facing are potential animosities between Russian and Ukrainians or Poles. For the time being, conflicts on board our vessels have been avoided. On many vessels masters advised not to discuss politics. The situation is difficult, and I am not sure if time will be a cure in this case. On Essberger vessels we've really created open friendly multinational teams on board. It is something making Essberger a better company, and it is really something special compared to other companies. We should make sure these good relations will be preserved. But we feel the strain.

The worst is that no one can predict how the situation will develop or how long this conflict will last. The crewing market is already heavily affected, over 100,000 Ukrainian seafarers cannot leave Ukraine, which is obviously causing a shortage of qualified seamen. I am afraid that we will see growing competition for crews among shipping companies especially in the EU.We all hope the conflict will soon end and Ukrainians can safely return to their country and rebuild or even improve their towns and villages. Our aim is to have good friendly relationships between all nationalities on board.

Essberger manning service in Gdynia – small team, big impact

ECS boss Tomek says: "In 2022, due to the increased number of vessels it was decided to reorganise the workflow in Crewing. ECS Gdynia was given the task of arranging crew changes for European seamen to release Hamburg operators who can concentrate on planning and quality-related issues. For more than ten years we were three employees at ECS, now we are four. One person left, two of them are new in our organisation. Both new ladies are doing a great job and ECS has become a little bigger in numbers, but much bigger in impact. Our new colleagues would like to introduce themselves." "Hello! My name is Katarzyna. I chose to work as Crew Operator Assistant to try something new. Although my job requires an all-around approach and keeping an eye on things after hours, it also helps me to develop my planning skills when it comes to arranging crew changes, booking flights and facing various kinds of challenges on the way. In the future I am going to improve my language skills and start learning French. In my free time I like to be outside, walking in the woods or along the seaside, and I am also a big fan of interior decorating." "Nice to meet you! My name is Daria and I am a new member of ECS Gdynia. I am a history major who loves literature, digital art and hiking. What I like about my job as Crew Operator? Working with people, non-stop improving my language and organisation skills, and... learning to be patient. What I don't like? Delays."